

# COAST GUARD BULLETIN



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## COAST GUARD SUPERVISES \$13,000,000 OF CONSTRUCTION FOR MERCHANT TRAINING

The United States Coast Guard, during the last ten months, has supervised the construction of training facilities costing approximately \$13,000,000, for the War Shipping Administration, not only completing projects initiated when merchant marine training was a function of the Coast Guard, but also assuming responsibility for more recently planned construction. When, under the Executive Order of July 11, 1942, the function of training merchant seamen was transferred from the Coast Guard to the War Shipping Administration, an agreement was reached whereby the Coast Guard through the Office of Engineering, was to continue to supervise the construction of any projects then underway, funds for which would be supplied by the War Shipping Administration. This agreement also provided that the Coast Guard design and supervise the construction of all temporary training stations that are requested by the War Shipping Administration and necessary to the war effort.

The \$13,000,000 in contracts designed and supervised by the Coast Guard included the completion of the Sheepshead Bay Training Station in New York, the completion of the basic training school at San Mateo, Calif., the construction of additional facilities at the St. Petersburg, Fla., training station, and the construction of the Neptune Beach Training Station at Alameda, Calif.

The Neptune Beach Training Station, the latest of the construction projects and the first project initiated by the War Shipping Administration, is now rapidly nearing completion. It was occupied on January 25, 1943, and has

facilities for the training of 1,000 licensed merchantmen at a time. The project, when complete, will cost about \$1,500,000 and consists of barracks buildings, mess hall, academic buildings, auditorium, administration building, hospital, boathouse and docking facilities, and a large swimming pool.

The Sheepshead Bay Training Station, located in South Brooklyn, N. Y., was the largest of the projects, and has recently been completed at a cost of approximately \$11,000,000. It was begun as a Coast Guard project but was taken over by the War Shipping Administration as a result of the transfer of functions. The station provides facilities for approximately 10,000 trainees and administrative personnel. It includes 7 barracks buildings, capacity 1,200 men each, 3 classroom buildings, 2 mess halls and galleys, auditorium and gymnasium building, 2 gunnery buildings, administration building, canteen, staff barracks building, and a maintenance building.

The basic training school for merchant marine officers located at San Mateo, Calif., has also been completed under Coast Guard supervision at a cost of \$350,000. It, too, was begun as a Coast Guard training station for merchantmen but was turned over to the War Shipping Administration under the terms of the Executive Order.

The additional facilities constructed at the St. Petersburg training station consisted of barracks buildings, mess hall, classroom building, and a large swimming pool which is now under construction. The cost of this work will be approximately \$150,000.

Various other small miscellaneous construction projects at Gallups Island, Mass., and Hoffman Island, N. Y., have been handled by the Coast Guard through its district engineering offices. In addition, two hospitals have been designed, one at Pass Christian, Miss., and the other at Fort Trumbull, New London, Conn. Both of these projects

<sup>1</sup> Published with the approval of the Director of the bureau.

are in the preliminary stages of construction.

All of these projects have been executed by the Engineer in Chief of the Coast Guard as the contracting officer and have been designed and supervised by the Chief of the Civil Engineering Division at Coast Guard Headquarters.

#### **SPECIMEN EXAMINATIONS FOR MARINE ENGINEER LICENSES TO BE AVAILABLE**

In response to an increasing demand for material which would serve as a guide to the nature and scope of the examinations given by the Coast Guard to all candidates for engineer licenses in the Merchant Marine, the Coast Guard is now printing a set of specimen examinations which will be available for free distribution in the near future. These examinations are considered suitable for use in the examining of candidates for all grades of steam and motor engineers' licenses.

The specimen examinations will be arranged in several parts. The steam examinations will contain questions on the operation, maintenance and theory of engines, auxiliaries, boilers, electricity, refrigeration, fire, emergency, organization, and general marine engineering. Dimensional drawings will be used only in the examinations of candidates for chief engineers' licenses. The examination for assistant engineer licenses will require a certain amount of sketching but no dimensional drawings. In addition to the steam examination, there will be presented a specimen examination for engineers of motor vessels. The subjects common to both examinations are being omitted in the motor examination.

The scope of these specimen examinations should serve as a guide for candidates who contemplate taking an examination for an original license as engineer, or for engineers seeking a raise of grade in their engineer's license. From these samples, the candidates will be able to follow a course of study best suited to their individual needs.

Persons who are interested in these examinations, may obtain copies without cost by writing to the Commandant, U. S. Coast Guard, Washington, D. C.

Specimen examinations for deck officers in the Merchant Marine are also in preparation, and will be issued shortly. In form, they will be uniform with the publication "Specimen Examinations for Merchant Marine Engineer Licenses." These will include examinations for master, first mate, second

mate, and third mate, of oceangoing steam and motor vessels.

#### **SCHOOL IN BOSTON DEMONSTRATES USEFULNESS OF NAVIGATIONAL AIDS TRAINING**

The recent completion of a successful training course in aids to navigation in the Boston Coast Guard District has emphasized the advantages to be derived from such instruction, and Coast Guard Headquarters is now encouraging similar instruction programs in other districts. The course given in the Boston District, and open to both enlisted men and junior commissioned officers, is looked upon as very satisfactory, but it is felt that other districts may approach the problem from other angles with equal success.

The training program, of the Boston Coast Guard District, was in operation during the month of February and it is considered that the results were sufficiently encouraging to warrant the establishment of similar schools in other Districts.

Personnel eligible for the training courses include enlisted men and junior commissioned officers, especially those men who are now attached to light stations or lighthouse tenders, or those who may be assigned to this work in the future.

Classes, as given in the Boston District, covered a two-week period, and included lecture room work, laboratory demonstrations, tours of the Chelsea Coast Guard Base where navigational aids and servicing equipment are stored and short trips in Boston Harbor aboard vessels specially designed for the servicing of buoys.

Topics covered in the classes were those calculated to equip personnel with the necessary knowledge for the servicing and repair of all types of navigational aids, particularly the many kinds of acetylene gas and electrically operated buoys.

The series of lectures, which were part of the training classes, at the Boston school, covered the following topics: Buoys in general; the acetylene and electric equipment used on buoys; automatic fixed aids; automatic acetylene and electric aids and the equipment used on them including batteries; fog signals in general; electrically operated fog signals; fog bell strikers; air and carbon dioxide gas operated bell strikers; incandescent oil vapor lighting equipment; and blackout and dimming of lights on buoys and unattended lights.

Laboratory demonstrations and experiments were conducted with various

acetylene gas lighting apparatus, acetylene and electric equipment electric primary cells, and incandescent oil vapor lighting equipment.

Inspection tours of the Chelsea Base and examination of the buoys and equipment stored there were important phases of the training. Trips aboard buoy boats were made to typical buoys, lights, and light stations in Boston Harbor, to inspect these aids under actual operating conditions. Such trips included visits to the Lynn Harbor lights, Derby Wharf and Fort Pickering lights, Salisbury Beach Range Lights, and the Deer Island Light Station.

The course as given at Boston was followed by a written examination, and men who took the course were presented with a certificate stating that they had completed the course and that they had attained a certain mark of proficiency both in the final examination and the quizzes given from day to day.

#### **PORT SECURITY REGIMENTS BEING ORGANIZED IN FOUR ADDITIONAL U. S. PORTS**

Four additional regiments of the Coast Guard's Volunteer Port Security Force are now in process of organization, in Baltimore, Jacksonville, Tampa, and Duluth-Superior. These regiments of volunteers who will take over the guarding of docks and other waterfront facilities against sabotage, fire, and other activities detrimental to the national interests, will release for duty in combat areas large numbers of men and officers.

In the Port of Baltimore, Md., part of the Fifth Naval District, it is planned to enroll a force of 2,500 volunteers. Howard A. Kelley, Jr., has been appointed commanding officer of the regiment, and has established headquarters in the old Atlantic Bank Building.

At Jacksonville, Fla., in the Sixth Naval District, a total of 500 volunteers is being sought. Emmett Safay has been enrolled in the temporary reserve and is to be the commanding officer of the regiment.

In Tampa, Fla., in the Seventh Naval District, Edward W. Berriman will serve as commanding officer, and is now engaged in enrolling a force of about 600 men.

C. R. McLean has been enrolled in the temporary reserve and is recruiting a force of about 250 men in the Port of Duluth, Minn., in the Ninth Naval District. He will become commander of the regiment there.

The commanders from Duluth-Superior and Tampa have spent several

days in Philadelphia where the first Volunteer Port Security Regiment was organized.

#### **FIVE LANGUAGE POSTER TELLS VESSEL SECURITY REGULATIONS**

A new poster, in five languages has just been prepared for the purpose of acquainting the officers and crews of vessels with the recently promulgated regulations for the security of vessels. The most important requirements of recent legislation have been reduced to a few terse expressions presented in an attractive and readable form.

The text of the poster has been approved by the Secretary of the Navy and a facsimile of his signature will appear thereon. The posters will be printed in several languages including Russian, French, Spanish, Portuguese, and Italian. They will be distributed to agents, owners, and masters of all vessels which enter ports of the United States and its possessions.

#### **INSTRUCTIONAL PAMPHLET OF NAVIGATIONAL AIDS NOW AVAILABLE**

Distribution of the new pamphlet **THE SIGNIFICANCE OF AIDS TO MARINE NAVIGATION** is now being made by Coast Guard Headquarters. This is a 33-page pamphlet containing 8 black-and-white illustrations and one color-plate. It is uniform in size and style with the previously issued pamphlet **BUOYS IN WATERS OF THE UNITED STATES**.

The purpose of the publication is to acquaint those who are beginners in study of the science of navigation with the basic principles underlying the marking of coasts and waterways with lighthouses, lightships, fog signals, radiobeacons, radio direction finders, and buoys. It explains briefly the significance of the varying colors of light-houses and lightships, of the wide variety of light and fog signal characteristics, and of the system of radio aids to navigation. It states in simple terms the manner in which the information provided by these aids is applied in actual navigation.

The text treats primarily with the manner in which the physical characteristics of the various aids to navigation serve the mariner. Engineering problems connected with the construction and maintenance of the aids to navigation are not discussed, or is the publication intended to replace the Light Lists, Coast Pilots, and other

Government publications which should be at hand during actual navigation.

This pamphlet is intended for the use of Coast Guard training stations, Coast Guard Auxiliary flotillas, and by schools and organizations offering elementary courses in navigation. Copies of this pamphlet can be obtained without charge by writing to the Commandant, U. S. Coast Guard Headquarters, Washington, D. C.

#### COAST GUARD NOW HAS FIVE SPECIALIST RATINGS

A specialist rating for classification interviewers has just been established by the Coast Guard, bringing the total number of specialist ratings now in use up to 5. Classification interviewers will be rated third, second, first class, or chief specialist, and will wear the customary rating badge with the letter C as the distinguishing mark of the specialty.

Another of the new ratings is the Specialist (D) rating, which is given to men who are engaged in mounted beach patrol, or performing beach patrol duty accompanied by specially trained dogs. Specialists in this category will also be rated third, second, first and chief petty officers.

The rapid growth of the Coast Guard from its peacetime strength of approximately 20,000 officers and enlisted men to its present strength of approximately 200,000 officers and enlisted men has necessitated an increase in the specialists ratings available to enlisted men. The complex duties which the Coast Guard is called upon to perform in the present war call for highly specialized personnel in many activities heretofore not found in the Service.

Requirements for a classification interviewer with a chief specialist rating will include at least two years of college education and two years experience involving interviewing (paid or volunteer), in industrial or military personnel work, public or private employment agencies or other occupations involving interviewing and placement of personnel. For lower ratings the requirements will be proportionately lessened.

To secure a Specialist (D) rating, enlisted men must be high school graduates or have at least equivalent academic background. Creditable military service or service on a representative police force may be substituted for the educational requirements. They must also have experience in the handling of dogs as trainer or kennelman, or in the handling of horses as riding instructor

or stableman either in a professional or amateur capacity. An understanding of the basic requirements of proper feeding, housing, and first aid of dogs and horses is also a prerequisite.

Among other specialist ratings are those of Specialist (M) for mail clerks, and Specialist (CW) for chemical warfare technicians. Specialists in these categories may be rated third, second, first, or chief petty officers.

To secure a rating as Chief Specialist (M), a man must have been a Post Office supervisor, such as a superintendent or assistant superintendent of mails, a foreman in a mailing division, or a superintendent of a classified branch or station. Former service men with at least four years naval service and ten years experience in post offices, who have ability to organize and supervise postal functions are also eligible. The requirements for third, second, and first class specialist in this rating range from three years experience as a mail clerk in any post office for third class petty officers to ten years experience for first class petty officers.

The qualifications for advancement to and enlistment in Specialist (CW) ratings include graduation from high school or equivalent education preferably technical in scope, and satisfactory completion of approved courses in chemical warfare as applied both ashore and afloat.

#### DEATH OF HARLEY H. GROGAN FOLLOWS CLOSELY UPON HIS RETIREMENT

Mr. Harley H. Grogan, who for nearly 30 years has been an employee of the United States Coast Guard at Headquarters in Washington, D. C., died on March 25, 1943, less than a month after his retirement from active duty.

Mr. Grogan was born on January 1, 1879, in Portsmouth, New Hampshire. He began his 47 year career in the Federal Service in 1896, when he was appointed to the Navy Department, Bureau of Construction and Repair, where he served an apprenticeship under the late Admiral D. W. Taylor.

After working several years with the Navy Department in Washington, Mr. Grogan was promoted to assistant draftsman and was transferred to the office of the Superintendent of Naval Construction at the Fore River Ship and Engine Company, which was later absorbed by the Bethlehem Shipbuilding Company, Quincy, Massachusetts. Subsequently, he joined the staff of the Superintendent of Naval Construction

at the New York Shipbuilding Company, Camden, New Jersey, where he became assistant chief draftsman. During the years he was associated with the Navy Department, Mr. Grogan served as a civilian observer with the Navy Trial Board.

In October 1913, he transferred from the Navy Department to the Coast Guard and accepted a position as a ship draftsman. His early association with the Coast Guard concerned the preparation of design plans and specifications for Cutters and boats. In the years that followed, he advanced through the various professional grades until he held one of the important civilian positions in the Coast Guard. At the time of his death he was a technical aide in the office of the Chief, Construction and Repair Section of the Coast Guard.

Mr. Grogan, for many years, acted in the capacity of assistant to the Engineer-in-Chief, and the Chief, Construction and Repair Section, in matters covering the repair and maintenance of Cutters of the Coast Guard fleet. Many of the cutters of the Service have been completely reconditioned and rebuilt under his supervision.

He was intensely interested in all Coast Guard activities, and at one time was delegated by the Commandant of the Coast Guard to tour the East and Middle West to publicize the Coast Guard and acquaint young men in schools and colleges of the opportunities offered through education at the Coast Guard Academy.

For many years, Mr. Grogan was interested in the Boy Scout organization and at one time was in charge of all scout activities in the District of Columbia; he was also a member of the Washington Society of Engineers.

Because of his extensive background in matters relating to shipbuilding, he was frequently called upon by other Government agencies to give expert testimony in cases involving claims against the Government resulting from ship operation.

Mr. Grogan's demise is a loss which will be deeply felt by the Coast Guard, his friends at Headquarters and in the field, and his many acquaintances in the ship repair and shipbuilding industry on the Atlantic Coast.

#### JOSEPH T. YATES DIES

Joseph T. Yates, superintendent of lighthouses of the third lighthouse district from 1912 to the consolidation of the Lighthouse Service with the Coast Guard in 1939, and since 1940 in a retired status, died at Staten Island N. Y., on March 24, at the age of 68. Mr. Yates held one of the most important positions in the field service of the Lighthouse Service, his position placing him in charge of all aids to navigation in an area corresponding roughly with the present New York Coast Guard District. He was also in charge of the General Lighthouse Depot, located on Staten Island.

Mr. Yates served 41 years in the Government. He was born in Boston, Mass., in 1875, and in 1899 entered the Lighthouse Service. His first position was as fireman aboard a lighthouse tender, and shortly afterward he was promoted to assistant engineer. In 1912, he was appointed superintendent of the third lighthouse district, the position he held until his retirement. In 1929, Mr. Yates was selected to be one of the United States representatives at the International Lighthouse Conference held in London.

The first of these is the fact that the United States is a young nation, and that its history is a history of growth and development. The second is the fact that the United States is a nation of immigrants, and that its history is a history of the struggle for a common identity. The third is the fact that the United States is a nation of free men, and that its history is a history of the struggle for freedom and justice.

THE HISTORY OF THE UNITED STATES

The history of the United States is a history of the struggle for a common identity. It is a history of the struggle for a common language, a common culture, and a common way of life. It is a history of the struggle for a common identity that is based on the principles of freedom and justice. The history of the United States is a history of the struggle for a common identity that is based on the principles of freedom and justice. The history of the United States is a history of the struggle for a common identity that is based on the principles of freedom and justice.

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## MERCHANT MARINE INSPECTION ACTIVITIES

### AMENDMENTS TO SUBCHAPTER O—REGULATIONS APPLICABLE TO CERTAIN VESSELS AND SHIPPING DURING EMERGENCY

The following amendments to Subchapter O were published in the Federal Register, April 2 and 10, 1943.

Subchapter O is amended by the addition of a new Part 151 reading as follows:

#### PART 151—MARINE ENGINEERING, MATERIALS; REGULATIONS DURING EMERGENCY

Sec.

151.1 Definition of terms.

151.2 Bronze castings.

**151 Definitions of terms.**—Certain terms used in the regulations of this part are defined as follows:

(a) *Emergency.*—The term "emergency" means the Unlimited National Emergency proclaimed by the President on May 27, 1941.

**151.2 Bronze castings.**—The provisions covering the use of Grade A bronze in § 51.20-1 of this chapter are hereby suspended for the duration of the emergency, and this material will be permitted for the construction of the pressure containing parts of valves and pipe fittings which are subjected to working pressures up to 200 pounds per square inch and/or temperatures not exceeding 388° F.

#### PART 153—BOATS, RAFTS, AND LIFESAIVING APPLIANCES; REGULATIONS DURING EMERGENCY

Section 153.6 (u) is amended to read as follows:

**153.6 Additional equipment for lifeboats on ocean and coastwise vessels. \* \* \***

(u) *Signaling mirrors.*—Two stainless steel or other suitably polished mirrors having approximately 20 square inches of reflecting surface. The mirrors shall be wrapped in a waterproof container plainly marked "Signaling mirrors."

On and after May 1, 1943, all signaling mirrors supplied as new or replacement equipment shall be of an approved type.

Section 153.7 (i) is amended to read as follows:

**153.7 Additional equipment for life rafts on ocean and coastwise vessels. \* \* \***

(i) *Signaling mirrors.*—Two stainless steel or other suitably polished mirrors having approximately 20 square inches of reflecting surface. The mirrors shall be wrapped in a waterproof container plainly marked "Signaling mirrors."

On and after May 1, 1943, all signaling mirrors supplied as new or replacement equipment shall be of an approved type.

Section 153.7 is further amended by the addition of a new paragraph (k) reading as follows:

(k) *Daytime distress signals.*—Four self-contained smoke signals of an approved type. Such signals shall be positively and easily operated and under adverse weather conditions, shall produce, while floating on the surface of the water, smoke in sufficient intensity, volume, and color as to be easily visible from aircraft.

Part 153 is amended by the addition of a new § 153.21a reading as follows:

**153.21a Portable electric megaphones.**—Mechanically propelled ocean and coastwise vessels of 3,000 gross tons and over shall be equipped with two approved self-contained electric portable megaphone units for communication purposes in the event of failure of the regular interior communication systems. Each unit shall be provided with an extra set of tubes and batteries packaged in a suitable container.

## PART 155—LICENSED OFFICERS AND CERTIFICATED MEN; REGULATIONS DURING EMERGENCY

Section 155.34 (a) is amended to read as follows:

155.34 *Inland mates of rivers, steam or motor vessels.* \* \* \*

(a) Whenever any person presents himself for examination for license as mate of inland or river steamers the Merchant Marine Inspector in Charge shall examine him as to his knowledge, experience, and skill in loading cargo and in handling and stowage of freight, his knowledge of the operation and handling of fire apparatus, the launching and handling of lifeboats, his knowledge of life preservers and the method of adjusting them, his ability to manage the crew and direct and advise the passengers in case of emergency, and his general familiarity with his duties in maintaining discipline and protecting the passengers, and if found qualified he shall grant him a license as such, but no such license shall be granted to any person who has not had at least eighteen months' experience in the deck department of a steam vessel, sail vessel, motor vessel, or barge consort, six months of such service to have been in a steam or motor vessel.

## EQUIPMENT APPROVED BY THE COMMANDANT

The following items of equipment for the better security of life at sea have been approved by the Commandant, United States Coast Guard, and published in the Federal Register April 2 and 10, 1943:

*Safety valves.*

Consolidated Safety Valve Division, Manning, Maxwell & Moore, Inc., Bridgeport, Conn., Consolidated Type 1426-M Duplex Safety Valve, 2", 2½", 3", and 4" types (drawing Nos. F-6200-R, F-6225-T, F-6174-AC, and F-6235-F) (maximum working pressure of 250 pounds per square inch and maximum temperature of 406° F.).

*Low-pressure heating boiler.*

Bethlehem Foundry & Machine Co., Bethlehem, Pa., hot water boiler, class OB (drawing No. G-235, dated April 23, 1942) (maximum working pressure of 30 pounds per square inch).

*Davits.*

The Landley Co., Inc., New York, N. Y., Landley Steward Mechanical Davit, Size 5-7-0 (drawing No. 130-D, dated May 27, 1942) (Maximum working load of 3,750 pounds per arm); Landley Steward Mechanical Davit, Size 6-6-0-X-X (drawing No. 100-D, dated February 2, 1942) (maximum working load of 3,000 pounds per arm).

Welln Davit & Boat Corporation, Perth Amboy, N. J., Welln Gravity Davit, Type 76-99 (drawing No. 2400, dated October 12, 1942) (maximum working load of 13,500 pounds per arm).

*Lifeboat winch.*

Frank Morrison & Son Co., Cleveland, Ohio, Model DM lifeboat winch (drawing Nos. 1201 RT-183 and 1202 RT-183, both dated July 27, 1942) (working load of 1,920 pounds direct pull on each drum).

*Life rafts.*

Globe American Corporation, Kokomo, Ind., 20-person improved type life raft (General Arrangement drawing No. 4US-303, dated February 22, 1943).

W. J. Jaeger Furniture Co., Los Angeles, Calif., Taylor life raft, Model II, 20 persons (Plan No. R-101).

*Bilge pumps for lifeboats.*

The Deming Co., Salem, Ohio, lifeboat bilge pump, No. 1570, Size 1 (Size U. S. C. G. No. 2) (drawing No. R-4232½, dated February 20, 1943, issued February 22, 1943).

Goulds Pumps, Inc., Seneca Falls, N. Y., bilge pump for lifeboats (Size U. S. C. G. No. 2) (drawing figure 965, dated February 26, 1943, revised February 27, 1943).

Allied Marine Equipment Division of Taprite Products Corporation, Hackensack, N. J., No. 1 wing pump for lifeboats (Size U. S. C. G. No. 1) (drawing No. 81, dated January 8, 1943).



*Ring life buoys.*

Atlantic-Pacific Manufacturing Corporation, Brooklyn, N. Y., Type B cork ring life buoy, Approval No. B-174; Type B balsa wood ring life buoy, Approval No. B-178; Type C cork ring life buoy, Approval No. B-179; and Type C balsa wood ring life buoy, Approval No. B-180 (drawing No. 14, dated November 23, 1942).

Bloomington Manufacturing Co., Butler, N. J., 30" cork ring life buoy, 10 segments, Approval No. B-182.

*Life preservers.*

Atlantic-Pacific Manufacturing Corporation, Brooklyn, N. Y., adult quilted type kapok life preserver (drawing figure No. 104, dated December 7, 1942), Approval No. B-181.

Bloomington Manufacturing Co., Butler, N. J., adult block cork life preserver (drawing dated March 2, 1943), Approval No. B-183.

*Portable electric megaphones.*

Guided Radio Corporation, New York, N. Y., portable electric megaphone and amplifier, Serial No. 1274 (drawing Nos. G-925, G-926, H-981 and H-993).

*Fire-resistive substance.*

Textileather Corporation, Toledo, Ohio, Textilco fire and weather resistant treatment of cotton drill for life preserver cover fabric.

*Luminous cloth or tape for marking interior accommodations, etc.*

Century Lighting, Inc., New York, N. Y., Type A luminous tape.

E. I. DuPont de Nemours & Co., New York, N. Y., Type A luminous tape.

*Daytime distress signals (smoke).*

Chemurgic Corporation, Signal Division, Richmond, Calif., Chemurgic daytime distress signals (orange smoke) (drawing No. D-350, dated March 18, 1943).

Samuel Jackson's Sons, Inc., Bristol, Pa., Jackson's daytime distress signal Model No. 1.

*Fishing kit.*

E. H. Peckinpaugh Co., Chattanooga, Tenn., emergency fishing kit.

*Skates and skid fenders for lifeboats.*

Bethlehem Steel Co., Shipbuilding Division, Baltimore Yard, Md., skates for lifeboats (drawing No. HF366, dated January 21, 1943).

Bethlehem Steel Co., Sparrows Point, Md., skates for lifeboats (drawing No. Standard 0-62-G, dated November 30, 1942).

ITEMS EXAMINED BY THE MERCHANT MARINE INSPECTION DIVISION  
AND FOUND SUITABLE FOR MARINE USE

ELECTRICAL APPLIANCES

*Running light panels.*

Electric Service Control, Inc., Newark, N. J., running light panel, Type CA-405 (drawing No. 3188-A, alteration 1).

Henschel Corporation, Amesbury, Mass., non-automatic running light panel, 115 volts direct current, 15 sections (special) (drawing No. 40-010-14, alteration 1).

AFFIDAVITS

*Air strainers.*

Kahlenberg Bros. Co., Two Rivers, Wis.

*Castings.*

American Radiator & Standard Sanitary Corporation, Pittsburgh, Pa.  
Massillon Steel Casting Co., Massillon, Ohio (steel).

*Fittings.*

Southeastern Foundries, Inc., Atlanta, Ga.  
Industrial Engineers, Inc., Los Angeles, Calif. (welded pipe).

*Fabricated bulkhead spools.*

Standard Steel Corporation, Los Angeles, Calif.

*Flanges.*

Pennsylvania Forge Co., Philadelphia, Pa.

*Forgings.*

Hawley Forge & Manufacturing Co., San Francisco, Calif.

*Strainers.*

Blackburn-Smith Manufacturing Co., Inc., Hoboken, N. J.

*Valves.*

Southeastern Foundries, Inc., Atlanta, Ga.

Texsteam Corporation, Houston, Texas.

Brising Engineering Service, North Long Beach, Calif. (valves and scupper valves).

Rehrig-Howard Co., 5190 Sante Fe Avenue, Los Angeles, Calif. (fabricated steel globe valves).

Jacuzzi Brothers, Inc., Berkeley, Calif. (steel, bronze, or cast iron valves).

## WELDING PROCESS

*Submerged-melt electric welding process.*

Vancouver Iron Works Limited, Vancouver, B. C., Canada, certificate No. SM-13.

## ACCEPTABLE FUSIBLE PLUGS

Farnan Brass Works Co., Cleveland, Ohio, Heat Nos. 340 to 343, inclusive.

M. Greenberg's Sons, San Francisco, Calif., Heat Nos. 130 and 131.

H. B. Sherman Manufacturing Co., Battle Creek, Mich., Heat Nos. 396 to 401, inclusive.

## CERTIFICATION OF ARTICLES OF SHIPS' STORES AND SUPPLIES

The following article of ships' stores and supplies have been certificated for use on board vessels in accordance with the provisions of part 147 of the regulations governing "Explosives or Other Dangerous Articles on Board Vessels" and supplements the lists previously published.

Certificate No.	Certificate date	Product	Name of company
167	Mar. 30, 1943	Victory Difusor Liquid.....	The Tanglefoot Co., Grand Rapids, Mich.

## AMENDMENTS TO THE INSPECTION AND NAVIGATION REGULATIONS

There was published in the Federal Register during the period from March 18 to April 17, 1943, the following enumerated material which concerned the activities of the Coast Guard. Reprints are not available for distribution to the public but copies of the Federal Register are obtainable from the Superintendent of Documents, Government Printing Office, Washington, D. C.

Publication date	Subject	Title and parts amended
Mar. 23.....	Amendments to regulations for security of ports and the control of vessels in the navigable waters of the New York area.	Title 33, part 6.
Apr. 2.....	Amendments to regulations for lifesaving appliances, marine engineering, and licensed officers.	Title 46, parts 23, 37, 52, 59, 60, 76, 94, 113, 153, 155.
Apr. 2.....	Approval of equipment.	None.
Apr. 10.....	Amendments to marine engineering regulations.	Title 46, part 151.
Apr. 10.....	Approval of equipment.	None.
Apr. 10.....	Conditional waiver of statutory manning requirements for vessels engaged in business connected with conduct of the war.	Title 46.
Apr. 13.....	Amendments to regulations governing transportation or storage of explosives or other dangerous articles or substances and combustible liquids on board vessels.	Title 46, part 146.

